



## hyperfix 65/70: *the model for interstate repair*

In May 2003, INDOT began a project unlike any that motorists had ever seen in Indiana. Facing the deterioration of the bridge decks on the corridor where I-65 and I-70 merge on the east side of downtown Indianapolis, the agency decided that although repairs were inevitable, months of frustration and motorist inconvenience were not.

The task of replacing 33 bridge decks and 35 lane miles of pavement on any stretch of interstate would be daunting. Replacing that same pavement on a stretch where two interstates run together and carry nearly 175,000 vehicles each day was astronomical. These routes not only carried commuters to and from their downtown offices, but also brought visitors to the capital and all that downtown Indianapolis has to offer.

Traditional maintenance of traffic plans would require traffic to be crossed over onto one side, with lane closures lasting eight to 10 months. Restricting 175,000 motorists to three to five lanes during busy hours would have resulted in mile-long backups on the four interstate approaches into downtown, which is a situation that INDOT Commissioner J. Bryan Nicol refused to accept. Under his direction, INDOT developed a radical approach to maintenance of traffic: forget about it altogether. The department proposed closing both interstates for 85 days between May 27 and August 20.



**HYPERFIX<sup>65/70</sup>**  
www.hyperfix6570.in.gov

Once the department decided to shut down the interstate, the next task was to establish a communications plan through which residents, commuters and businesses would be informed of the work months prior to closure. INDOT went to work meeting with county and city leadership, the Indiana Convention and Visitor's Association, Indianapolis' largest employers and neighborhood associations. By the time the interstate was shut down on May 27, the project was the top news story on every local media outlet.

Walsh Construction Company, Inc. was selected to perform the repairs for approximately \$33 million. Of that, a \$3.6 million incentive was offered for early completion—\$100,000 for every day the company opened travel lanes prior to their 85 day contract limit.

On Sunday, July 20, just 55 days into the project, former Governor Frank O'Bannon and a host of dignitaries opened the interstate, 30 days early.

One of the benefits of the closure was the establishment of the Hyperfix Park & Ride program. The project was a cooperative effort of INDOT, the Federal Highway Administration, IndyGo, Indianapolis' Department of Public Works and the Indianapolis Metropolitan Planning Organization.

To date, Hyperfix 65/70 has won the Federal Highway Administrator's "Team: Strive For Excellence" award, was featured as the 2003 "Project Showcase" at the annual meeting for the Association of State Highway and Transportation Officials and has been featured in several major trade magazines, including *Public Roads* and *Construction Today*.

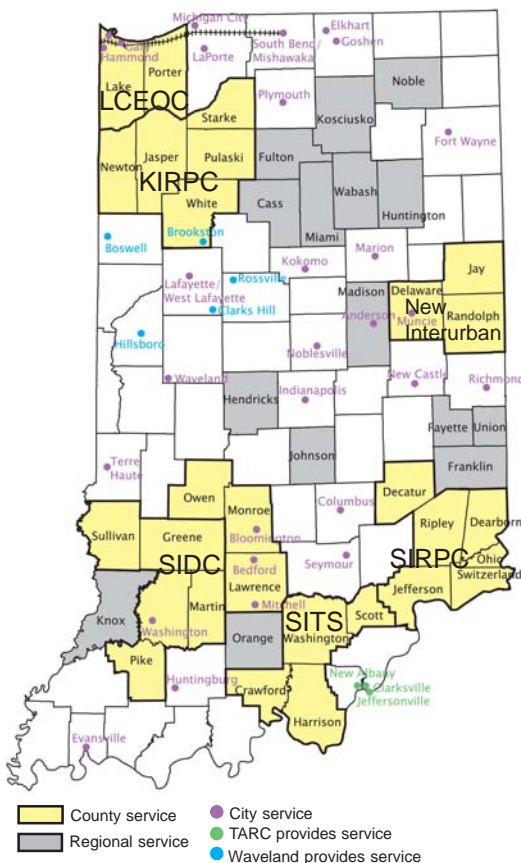




## public transit

The map below shows current public transit systems in Indiana. As of January 2004, nearly 75 percent of Indiana's counties had access to a public transit system.

### Public Transit Systems in Indiana



INDOT's Public Transit Section functions as the grant administrator for federal transit programs. It also administers the Public Mass

Transportation Fund, the state sales tax funded program that assists established public transit systems. It works with local governments in planning and pursuing public transit systems in cities, town and counties throughout Indiana.

There are five primary federal programs through which the Public Transit Section distributes funds. Those programs and the funding given annually to each are:

### Elderly and Persons with Disabilities Program (Section 5310)

Funds non-profit organizations and eligible public bodies that service elderly and/or persons with disabilities. Funding—\$2.4 million.

### Metropolitan Planning Program (Section 5303)

Funds planning and technical studies for the 12 designated metropolitan planning organizations in areas with a population of more than 50,000. Funding—\$910,000.

### State Planning and Research Program (Section 5313 b)

Funds studies as well as demonstration projects, management training and cooperative research. Funding—\$210,000.

### Non-Urbanized Area Formula Program (Section 5311)

Funds feasibility studies, capital and operating assistance

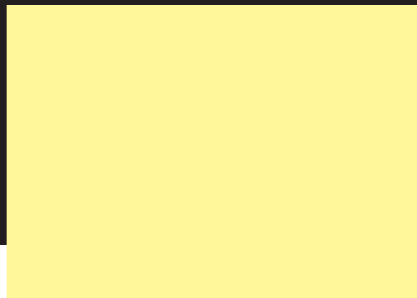
and inter-city routes for areas with a population of less than 50,000. Funding—\$7 million.

### Rural Transit Assistance Program (Section 5311 b2)

Funds rural public and specialized transit providers through the Institute for Urban Transportation at Indiana University in Bloomington. Funding—\$120,000.

by the numbers

- In 2003, there were 53 publicly-funded transit systems in Indiana.
- Every dollar invested in transit results in an economic return of \$1.38.
- Approximately 80 percent of Hoosiers have access to a public transit system.
- More than 90,000 passenger trips are provided each day in Indiana.
- Metro transit systems in nine cities have mounted bicycle racks on their buses.



## railroads

For the past 150 years, the railroad has been an invaluable source for moving commodities into and through Indiana. Each day, approximately 32,000 rail carloads of freight are moved through the state. There are currently 44 railroads in Indiana, operating on 4,700 miles of track statewide. These railroads provide annual economic savings to shippers of about \$2.1 billion.

## rail signal upgrades

INDOT's annual budget for rail crossing signal projects is about \$15 million. This money funds approximately 90 crossing improvements each year. INDOT also provides about \$500,000 per year to local agencies and railroads to assist them with replacing or updating crossbucks, stop signs, advance warning signs, pavement markings and other non-train activated improvements at rail crossings.

Indiana ranks fifth in the nation for total crossings. While the number of accidents has been declining for the past 25 years, the state generally ranks between second and fourth for total number of accidents. But, in 2002, Indiana recorded its lowest injury and fatality numbers at rail crossings in many years.

Since 1997, \$3 million in state funds have been made available to local units of government and railroads operating in or through Indiana to provide improvements at passive rail-highway intersections.

These are crossings without automatic types of warning devices. So far, 45 counties have benefited from this program, which has funded more than 2,500 passive grade crossing improvements. Examples of these improvements include advance warning signs, pavement markings and sight obstruction removal.

INDOT's Rail Section is responsible for providing grants to numerous Class III railroads and municipal port authorities through the Industrial Rail Service Fund (IRSF). This fund helps the railroads purchase or rehabilitate railroad tracks. The IRS fund was recently used to upgrade 42 grade crossings in Lafayette through the Lafayette Railroad Relocation Project.

In 2002, 19 grants were provided to Class III railroads and port authorities for a total investment of more than \$3.6 million.

## warning systems in use

There are several traffic control signs and devices that alert motorists of railroad crossings. Indiana currently has 6,296 railroad crossings. Of those, 36 percent have the crossbucks warning signs, 27 percent have gates, 23 percent have flashing lights and 14 percent have stop signs.

Many warning devices at grade crossings are installed under federal authority. This federal program provides up to 80 percent of funds for warning device upgrades, with the states providing the remaining 20 percent.

## future high speed rail

Looking to the future, the Rail Section, in coordination with eight other midwest states, is actively planning and performing analyses for potential high speed rail.

Under direction of the General Assembly through House Bill 1489, INDOT is moving forward for high speed rail. HB 1489 requires INDOT to apply 10 percent of its Statewide Planning and Research funds to pay for preliminary environmental impact studies associated with the development of high speed passenger rail.



## aeronautics

NDOT's Aeronautics Section is responsible for the ongoing administration, planning, safety and improvement of the statewide airport system. The mission of this section is to ensure a fulfillment of safety standards and to promote an environment that ensures sustained airport development for current and future needs.

The Aeronautics Section is a critical link between the State of Indiana and the aviation community. The section maintains an active role in the formulation and review of state and federal programs and policies, and promotes aeronautics in Indiana through the continuous development and implementation of the Indiana State Aviation System Plan. The most recent update to that plan was released in early 2004.

This plan is the principal means by which the State of Indiana identifies airports to serve present and future air transportation needs. It also serves to identify the airport development projects that are consistent with state policies and priorities.

### Airport Improvement Program

In order to implement the aviation planning decisions, Indiana participates in a state matching grant program complementing the FAA's Airport Improvement Program.

The Indiana General Assembly provides the state funds used to match federal-aid capital assistance grants. These federal grants are provided by the Airport and Airway Trust Fund.

Typically the FAA provides 90 percent of the project's costs, the local agency sponsors five percent and the state agency sponsors five

percent. Federal-aid projects for the Indianapolis International Airport are funded 75 percent by federal and 25 percent by local matching funds.

The allocation for grant funds from the Airport and Airway Trust Fund for public-use airports is largely dependent upon an airport's classification. At present, Indiana has six airports which are classified by the FAA as primary airports. They are:

- Michiana Regional Transportation Center
- Indianapolis International Airport
- Fort Wayne International Airport
- Evansville Regional
- Gary/Chicago Airport
- Purdue University

General aviation airports receive FAA state apportionment funds based on a formula comparing population and land area. The Aeronautics Section programs these funds in the Indiana Airport Capital Improvement Program. In addition to entitlement funds and state apportionment funds, any qualified airport is eligible for discretionary funds.

For the first time in several years, Indiana's AIP funding decreased. The funding was at an all-time high in 2002, at \$59.9 million in state and federal grants. However, in 2003, that number was reduced to \$44.9 million. This reduction reflects increased funding for security projects, which are not classified under the AIP program.

### AIR-21

2003 marked the final year of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), signed into law in April 2000. During the three years of the program, 2001 to 2003, Indiana received \$154.9 million, twice the funding received in any prior three-year period.

With the passage of the Century of Aviation Reauthorizations Act (Vision-100) in December 2003, aviation will continue to be enhanced in Indiana.

### by the numbers

- The economic impact of Indiana's airports is estimated at \$4.2 billion annually.
- There are 17,300 people employed at Indiana's airports.
- There are 51.3 million square feet of paved runway and 13.6 million square feet of turf runway.
- 2.3 million operations occur each year in Indiana.
- Four aircraft take off or land every minute in Indiana.
- One in 564 Indiana residents is a pilot (10,756 in 2002).
- Indiana has 112 public use airports and 589 private use airports.